

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT



Application No. 15420 of Real Estate General Association, Inc., as amended, pursuant to 11 DCMR 3107.2, for a variance from the use provisions [Paragraph 1702.6(c)] to allow a 103-space, all-day commuter parking lot in a DD/C-2-C District at premises 414 I Street, N.W. (Square S-516, Lots 807-809, 814-817, 819-824, 828-830, 832-839, 845, 849-851, 853 and 1-3).

HEARING DATE: January 23, March 27, and June 12, 1991
DECISION DATE: July 10, 1991

ORDER

PRELIMINARY PROCEDURAL MATTERS:

The original application, submitted to the Board on August 28, 1990, sought a variance from the use provisions of 11 DCMR 505 to allow a commercial parking lot in an SP-2 District. The letter from the Zoning Administrator dated July 17, 1990 indicated that the applicant would need a special exception under 11 DCMR 505 to establish the use in an SP-2 District. The application was advertised on December 13, 1990 as a special exception consistent with the Zoning Administrator's memorandum. The public hearing was scheduled for January 23, 1991.

By Zoning Commission Order No. 681, effective January 18, 1991, the property was rezoned from SP-2 to DD/C-2-C. Consequently, to establish the proposed use, the applicant would need a variance from the use provisions of Subsection 1702.6(c) to allow the proposed parking lot.

At the public hearing of January 23, 1991, the Board postponed the hearing on the application to allow for readvertisement and review by the Zoning Administrator under the new provisions. A new public hearing was set for March 27, 1991.

At the the public hearing of March 27, 1991, the applicant and Advisory Neighborhood Commission (ANC) 2C requested a continuance because the Board's public hearing notice to ANC-2C, dated February 14, 1991, referenced a case other than the subject application. Consequently, ANC 2C did not receive formal notice of this application. The Board granted the continuance and rescheduled the application for hearing on June 12, 1991. At the public hearing, the applicant submitted revised plans and the original report of the Department of Public Works (DPW) written before the plans were revised. At the end of the hearing, the Board left the record open

for the applicant to submit a brief, addressing the burden of roof, and for the applicant to identify all of the lots in the subject square and the length of time he has owned them. In addition, a DPW report on the revised site plan was to be submitted. All requested materials were submitted to the Board.

The applicant received the DPW report and indicated that he would further revise the plans to comply with the suggestions made by DPW. The original application was for 103 parking spaces. The application was revised twice and now requests 112 parking spaces. This order reflects the proposal after all revisions were made and submitted to the Board. For purposes of this order, Mr. Jerry Sills, the representative of Real Estate General Association, Inc., will be referred to as "the applicant."

SUMMARY OF EVIDENCE OF RECORD:

1. The subject application involves property located at 414 I Street, N.W., owned by Real Estate General Association, Inc. The property is located in Square S-516 and includes Lots 1-3, 807-809, 814-817, 819-824, 828-830, 832-839, 845, 849-851, and 853.

2. The site is located on I Street N.W. directly across the street from the District of Columbia Bureau of Vital Statistics building. It is bounded by 4th Street, N.W., on the east, 5th Street, N.W. on the west and Massachusetts Avenue on the south.

3. The subject site contains a land area of 40,000 square feet. Its two frontages include approximately 500 feet along I Street and approximately 250 feet along 4th Street.

4. The applicant began acquiring the property in 1987. The applicant pointed out that the area surrounding the site is in transition and that he wishes to develop the property consistent with the zoning designation. However, the applicant maintains that he is currently unable to develop the property. Therefore, he proposes to use the vacant lots for a 112-space parking lot for short-term and commercial parking. He stated that this would be an appropriate transitional use for the property.

5. The applicant maintains that all applicable regulations governing parking lots will be met. The surface of the parking lot will be covered with bituminous paving. The parking spaces and traffic lanes will be clearly marked. The lot will be designed so that no vehicle or any part thereof will be permitted to project over any lot or building line or on or over public space. Bumper stops would be installed and maintained for the protection of all adjacent buildings. There will be two entrances/exits to the parking lot. One will be located on 4th Street N.W. at an existing curb cut, the other will be located approximately mid

block on I Street N.W. at another existing curb cut. Both curb cuts will be enlarged. There will be an attendant's booth with signs at both locations. Other existing curb cuts will be closed pursuant to a request by the Department of Public Works.

The applicant will install security fencing around the perimeter of the lot. He will also install security lighting to supplement adjacent street lighting. The lighting will be mounted on adjacent buildings and/or on light poles that run through the property. The lighting will be arranged so that all direct rays of such lighting are confined to the surface of the parking lot.

There will be at least five percent landscaping associated with the parking lot with particular emphasis on landscaping located along Massachusetts Avenue.

At this time, the applicant intends to operate the parking lot himself by engaging an experienced manager for the operation. The applicant is currently negotiating with several experienced individuals or companies for operation of the parking lot.

The parking lot would employ two or three full time operators/attendants, at least one of which would be on site during the hours of operation. Attendants would be responsible for general maintenance, daily trash collection and weekly cleaning, sweeping and trash removal. Any extraordinary maintenance would be performed by the owner's existing property management staff.

Traffic within the parking lot would flow mainly along the rear of the lot parallel to I Street, N.W. In the revised plans, traffic lanes have been increased to make it easier for patrons to negotiate the traffic lanes.

The applicant proposes to operate the parking lot from 7:00 a.m. to 7:00 p.m., Monday through Friday and possibly on Saturday. It is anticipated that patrons will park their own cars and keep their keys.

The cost of parking on the parking lot will be competitive with the prices charged at nearby facilities. Currently, prices are estimated to be between \$2.50 to \$3.75 per day. A 15 percent vacancy rate is anticipated.

6. Uses of property located in the Downtown Development District are governed by 11 DCMR 1702. Subsection 1702.6 regulates parking lot uses and provides as follows:

1702.6 A parking lot, parking garage, or parking spaces at or above grade in a building, shall be permitted as follows:

- (a) The parking facility shall be permitted as a matter-of-right if it provides only short-term parking and all of the parking spaces are leased to merchants or a park-and-shop organization;
- (b) The parking facility shall be permitted as a matter-of-right if it provides parking only for residents; and
- (c) The parking facility shall require Board of Zoning Adjustment approval pursuant to Section 3107.2 of this title if it provides all-day, commuter parking.

The applicant's proposed use for short term and commercial parking is not permitted as a matter-of-right. The applicant is therefore seeking a use variance pursuant to Subsection 1702.6(c).

7. The applicant maintains that the application meets the standards for a use variance. With regard to uniqueness, the applicant stated that the property is unusually large in comparison to other parcels in the vicinity. It is the largest single undeveloped tract of land between the Center Leg Freeway and 7th Street, N.W.

In addition, the applicant maintains that this large property is uniquely located between the grand boulevard of Massachusetts Avenue and a large government office building. The practical effect of this unique location is that the property is rendered an "island" and is effectively separated from a majority of the nearby parcels and conforming uses. No other parcel in the vicinity occupies such a unique location which causes it not only to be subjected to isolation but also to increased scrutiny. This unique location inhibits the applicant's current ability to use the property for conforming uses.

The applicant stated that while this property is physically unique, the uniqueness test can also be met by factors unrelated to the physical aspects of the property. He cited a number of cases for the proposition that other factors may constitute an exceptional situation or condition. He maintains that the history of zoning changes of the subject property creates an exceptional situation.

The applicant stated that he wishes to develop the property as a whole. However, he has been unable to acquire several lots which are contiguous to his property. He maintains that this interferes with his development goals. He maintains also that this restriction on development is unique to the subject property and not characteristic of other properties in the vicinity.

8. The applicant maintains that the unique conditions of the lot create a hardship on the owners in several respects. First, the applicant is not able to or in a position to develop the property himself. He intends to market the property as soon as practicable for future development by a third party. Currently, the status of the property as well as economic conditions are not conducive for acquisition by a third party, and no development plans have been worked out at this time. The applicant stated that one of the reasons that the property cannot be developed at this time is because several of the contiguous properties are not owned by him. These properties would be necessary for the overall development of the site. Until the applicant is able to acquire these parcels, no development is feasible. The applicant pointed out that the owners are currently attempting to negotiate the purchase of some of the parcels however some of the owners are demanding a purchase price that is many times in excess of the current fair market value of the property.

Secondly, the applicant maintains that the large size of the property increases the hardship on the owners because it increases the complexity of financing at a time when there is already great difficulty because of the unavailability of bank financing. An additional complication has been the change in zoning laws. The large size of the property makes zoning issues more complex. The applicant argued that the totality of circumstances creates an undue hardship unique to this property.

Finally, the applicant asserts that the location of the property creates an undue hardship on the owners because the other uses in the area would not generate sufficient short-term parking demands to allow the property to operate without some all day parking. The applicant maintains that if the application is denied, the owner will be deprived of the income from parking. He stated that since there is currently no other economic use to which the property can be put in compliance with the regulations, this deprivation of income will undoubtedly create an economic hardship for the owner. This hardship is inherent in the location of the site.

9. The applicant stated that the parking lot use is proposed only for a period of five years. After that period of time, the owners anticipate that the property will be used for another purpose in compliance with the Zoning Regulations. He stated that as a practical matter, the property could not be put to a conforming use for approximately five years anyway because of the planning required, the need to obtain financing, and the existing economic conditions in the District of Columbia. He believes that denial of the application would penalize the owners for circumstances beyond their control.

10. The applicant maintains that granting the variance will not have an adverse impact on the public good. The applicant stated that the vacant lots have been collecting points for trash and other discarded items, creating a visual eyesore and unsanitary conditions. The proposed project will put an end to the dumping of trash and other items. The lot will be maintained in a professional and environmentally clean manner.

There have also been problems with crime in the area. A monitored parking lot will serve to reduce or eliminate these problems.

The applicant maintains that the establishment of a parking lot would benefit the community. People who live in the neighborhood will be able to use the lot free of charge at night. The House of Ruth, which is located on the same block, will receive five complimentary passes to use the parking lot during weekdays. This public benefit will not be possible if the application is denied. It is therefore in the interest of the public good to grant the application.

The applicant stated that the property is already being used as an unauthorized parking lot. It is clear therefore, that an authorized parking lot would have no substantial adverse impact on the immediate neighborhood or the area in general. The applicant believes that permitting a parking lot at this location will improve the present character and future development of the neighborhood.

11. The applicant maintains that granting the application will not be in conflict with the interest of the Zoning Regulations and the Map. He pointed out that the property is located adjacent to a commercial district and that the area is in transition. He stated that other plans are now going forward and the character of this neighborhood is more amenable to parking than other DD/C-2-C areas. He believes that a parking lot for five years is an appropriate transitional use that will not conflict with the intent of the Zoning Regulations.

12. By report dated June 5, 1991 and through testimony at the hearing, the Office of Planning (OP), recommended denial of the application. OP stated that the applicant owns approximately 75 percent of Square S-516. In addition, the applicant is negotiating to purchase three other lots, and is the contract-purchaser of three additional lots. It appears that the applicant has been assembling land in the subject square over a period of time for future development. The applicant is proposing to use the existing vacant site as a surface parking lot. The parking lot would be used primarily by persons who are employed by government agencies in the Judiciary Square area of Downtown.

The site is located in Ward 2 on the outskirts of the Central Business District and in the northwest quadrant of the District of Columbia. The site is also located in an area of Downtown that is identified as a housing priority area, or Mount Vernon Square north. The boundaries of Square S-516 are I Street to the north, Massachusetts Avenue to the south, 4th Street to the east and 5th Street to the west.

The site consists of 31 lots totalling approximately 40,000 square feet in land area. The lots are contiguous except at one location on the site. The lots are unimproved, and for the most part, have been cleared of all the debris left from the recently razed buildings. All of the lots previously identified are owned by the applicant.

The subject square is in a transitional phase. Approximately two-thirds of the square is vacant land. The remainder of the square contains eight occupied buildings and vacant/boarded up properties. Seven of the occupied buildings front on Massachusetts Avenue. They include The House of Ruth (a 23-bed shelter for women), three residential properties, Austin Spriggs Architects, Merit Auto Sales and two commercial establishments - Flemings I.D. Bureau and a shoe repair business. The only occupied facility in the square that fronts on I Street is a one-story building that houses an eatery, Crenshaw Delicatessen. The applicant owns the delicatessen site and is not proposing to close it. The Kingman (President Monroe) Apartment Building, a designated historic landmark, is located at 423 - 425 Massachusetts Avenue, N.W.

The Chester A. Arthur office building is located to the immediate north of the site. Located in this building are field offices of the federal government's Immigration and Naturalization Service, the U.S. Department of Justice and the U.S. State Department. Various District of Columbia government agencies are also housed in the building. To the north of the site is an auto repair garage located on the opposite side of the street. An alley separates the Chester A. Arthur office building and the repair garage. The General Accounting Office building is located to the south of the site. Residential, hotel and institutional uses are the other major land uses that are found in close proximity to the site.

As previously stated, the site is located immediately north of Massachusetts Avenue on the periphery of the Central Business District. There are a small number of retail facilities operating in close proximity to the site. For example, neighborhood retail facilities are located on 5th Street, between I and K Streets. However, the majority of persons who patronize these facilities have no difficulty finding on-street parking.

Chinatown and the 7th Street commercial district are the areas closest to the site that have a concentration of retail facilities. The site is not conveniently located to serve these areas for the following reasons: (1) The site's location, north of Massachusetts Avenue, is not a good location for short-term retail parking. Shoppers would have to walk a distance of approximately three to four blocks before reaching their intended destinations. (2) The area north of Massachusetts Avenue, especially in the vicinity of the site, is not perceived as being in the heart of Downtown. This perception may cause short-term parking patrons not to use this area for parking.

The Judiciary House Apartments, a 273-unit housing development for seniors, and the Wah Luck House, a 153-unit housing development that was built in the early 1980s, are the major housing complexes found in close proximity to the applicant's property. On-site parking is provided at both of these residential housing sites. The area located close to and around the site contains a limited number of occupied housing units. However, housing is planned for the northeast corner of 5th and I Streets, N.W. The Zoning Commission has approved a planned unit development (Peabody PUD) for a 209-unit apartment building and critical neighborhood retail facilities to serve the tenants. Below grade parking will be provided for the Peabody PUD. There is currently little demand for parking for people residing in this area of the city.

Within the vicinity of the site, Massachusetts Avenue is classified as a principal arterial. Fourth, 5th and I Streets are classified as collector roadways. Accordingly, Massachusetts Avenue carries the largest volume of traffic. The other roadways are heavily traveled during weekdays, primarily during the morning and evening peak traffic hours.

Fourth Street is a one-way southbound street. Fifth Street, I Street and Massachusetts Avenue are two-way streets. All day parking on the street is generally prohibited around the site. Most of the streets have a two-hour parking limit between 7:00 a.m. and 6:30 p.m. Also, Massachusetts Avenue is designated as a special street in the Comprehensive Plan for the National Capital - Federal Elements.

The site is zoned DD/C-2-C. The purpose of the Downtown Development (DD) District is to help accomplish the land use and development policies of the Comprehensive Plan relating to the affected sectors of Downtown. The C-2-C District permits matter-of-right high density development, including office, retail, housing and mixed uses to a maximum height of 90 feet, a maximum floor area ratio (FAR) of 6.0 for residential and 2.0 for other permitted uses, and a maximum lot occupancy of 80 percent.

The DD District zoning regulations became effective as of January 18, 1991 and contain different requirements for parking lots that are either located in, or on the periphery of Downtown. Prior to the Zoning Commission's approval of the DD District regulations, the site was zoned HR/SP-2. Without zoning relief from the Board of Zoning Adjustment, the applicant can use the property to provide parking in the DD District as follows:

- Matter-of-right, short-term parking only, and if all of the parking spaces are leased to merchants or a park-and-shop organization; and
- Matter-of-right parking if it provides parking only for residents.

The Office of Planning stated that there are extenuating circumstances existing at the site that may prove to be burdensome and limit the use of the property as required by the Zoning Regulations. The distance between the site and Downtown retail facilities, the perception that the proposed parking lot is removed from Downtown retail activities, and the limited demand for parking for residents who live in the neighborhood are examples of circumstances that may limit the use of the property as required by the Zoning Regulations.

However, OP stated that there are no unique characteristics associated with the property such as irregular shape, exceptional topographical conditions, narrowness or shallowness that would prevent the applicant from using the land as required by the Zoning Regulations and Map.

In OP's opinion, the extenuating circumstances that exist do not supersede the fact that no difficulties arise out of the land and create an undue hardship upon the owner of the property.

OP stated that the city has expended a considerable amount of time through the planning and zoning processes to encourage mixed use development, with a special emphasis on developing housing, in the Mount Vernon Square subarea. The proposed request would create a parking lot on approximately one-half of the subject square without any regulatory controls concerning duration of time the lot would be on the site, landscaping and screening requirements, or maintenance of the proposed facility.

OP testified that it would approve of the proposed use if there existed a way to condition the intensity of the use on the site, to establish a time frame for the use of the site as a parking lot, or to establish guidelines for the lot's operation.

OP believes that if this application is approved as a use variance, the use would create a substantial detriment to the

public good and would substantially impair the intent, purpose and integrity of the Zoning Regulations and Map.

13. By letter dated October 11, 1990, the Metropolitan Police Department stated that the property is located in the First District and is patrolled by Scout Car 16. After reviewing the application, the department determined that it does not appear that the change proposed will affect the public safety in the immediate area or generate an increase in the level of police services now being provided. Accordingly, the department does not oppose the application.

14. By memorandum dated October 26, 1990, the D.C. Fire Department stated that it has reviewed the application and has no objection to the request.

15. The National Capital Planning Commission (NCPC) submitted a report on the application dated December 12, 1990. The NCPC stated that the proposed parking lot, which would be located on a Special Street (Massachusetts Avenue) within 85 feet of two Special Places (National Park Reservations 74 and 73), will not be adverse to the Federal interest nor inconsistent with the policies of the Comprehensive Plan as long as substantial screening and landscaping are provided. The NCPC further stated that if the application is granted, a time limit should be established for the use.

16. The Department of Public Works (DPW) submitted a report dated June 12, 1991. DPW stated that it was unable to recommend approval of the subject application at this time. The initial plan submitted by the applicant was not detailed enough for an adequate review and the parking lot did not meet department standards. Furthermore, the revised plan was submitted to DPW on June 10, 1991 and did not provide the department with enough time for a thorough review.

DPW submitted another report dated July 2, 1991. DPW stated that a review of the revised site plan reveals that the applicant's standard parking spaces (8 1/2' x 18') are smaller than DPW criterion (9' x 19'). The applicant has been notified of this and he has indicated that he will revise the site plan again. All other aspects of the revised site plan are acceptable to DPW.

Therefore, the Department of Public Works has no objection to the subject application provided the applicant provides a revised site plan with the required standard parking space size and any subsequent adjustment to the number of parking spaces to be provided.

17. By letter dated May 7, 1991, Advisory Neighborhood Commission (ANC) 2C expressed opposition to the subject application. The ANC's major concerns were the hours of operation,

landscaping of the perimeter of the site, security of the premises and loss of on-street parking incurred by enlarged curb cuts. The applicant indicated to the ANC that the hours of operation would be approximately 7:00 a.m. to 7:00 p.m. and that booths (one on 4th Street and one on I Street) may be needed depending on the requirements of the Department of Public Works. The applicant asserted that the perimeter would be landscaped but that the final plan would depend on the Office of Planning's requirements. A decorative perimeter fence and lighting would also be considered for the premises. An additional major concern was who should be held responsible for the loss of housing on sites such as this when that housing is allowed to deteriorate over years and is ultimately demolished. ANC 2C believes that both the previous owner(s) as well as the purchasers are jointly responsible for the loss of housing on sites such as this.

ANC 2C voted unanimously to oppose the application until the facade of the President Monroe Building is rebuilt and restored consistent with Historic Preservation guidelines and all buildings owned on the square are secured with iron gates. The ANC requested that permission to use the premises as a parking lot be conditioned upon landscaping the perimeter and placing an attractive neighborhood security fence around the perimeter of the lot.

18. The Single Member District Commissioner (SMD) for ANC 2C-01 submitted a letter dated June 12, 1991 and testified at the hearing in opposition to the application. He was concerned about the damage to the President Monroe Apartment Building. He felt that once a building is damaged once by fire, the owner should try to prevent such damage in the future.

The SMD Commissioner was concerned with the insensitive way that the property in the square is being assembled. He is concerned that the applicant is making the area less livable by acquiring property and tearing down the structures. He believes that to allow this sets a terrible precedent. He would like for the applicant to develop the property consistent with the Downtown Development District regulations.

19. No one from the neighborhood appeared at the hearing in support of the application.

20. Three neighbors testified in opposition to the application. The first two witnesses are a husband and wife who own property located at 433 Massachusetts Avenue, N.W. (Lot 810). They operate an office at the site. The east side of their property is contiguous to the applicant's property at 431 Massachusetts Avenue, N.W. (Lot 809). The witnesses described the difficulties they have had dealing with the applicant after the applicant demolished the structure located on Lot 809. The demolition eliminated a supporting beam, leaving a hole in the witnesses'

building, thereby weakening it. The applicant's workers also hit a gas line and pushed dirt and other debris up against the witnesses' property where a retaining wall was to be built. The witnesses are trying to get the applicant to repair the damage.

The witnesses were concerned that if the proposed parking lot is allowed and someone parks on Lot 809 within five feet of their building where the applicant has failed to reinforce the basement wall, the building may collapse.

The witnesses contend that the applicant's conduct is threatening to the lives of their employees and the proposal will have an adverse effect on their building.

21. Another witness residing at 439 Massachusetts Avenue, N.W. testified about the application. He has lived in the area for 25 years and expressed a concern about the deterioration of the neighborhood and the demolition of so many structures in the area. He is also concerned with the amount of crime in the area.

He stated that if the Board considers granting the application, conditions should be established requiring the erection of a fence around the lot, landscaping, more lights and more security. Also, the lot should be locked up at night.

22. No other witnesses testified at the hearing.

23. In closing, the applicant offered to operate the property as two separate and independent lots if the Board would prefer not to have one large lot. The applicant also offered to operate only one of the two lots and reduce the time period for approval if five years is too long.

FINDINGS OF FACT:

Based on the evidence of record the Board finds as follows:

1. Lot 809 is included in the applicant's proposed plans.
2. The applicant plans to meet the requirements of all applicable codes and regulations governing the proposed parking lot.
3. The property owned by the applicant is quite extensive and when combined constitutes a very large lot.
4. The subject property is unique in terms of shape and size.
5. The area of the subject property is in transition with regard to development.

CONCLUSIONS OF LAW AND OPINION:

Based on the foregoing findings of fact and evidence of record, the Board concludes that the applicant is seeking a use variance to establish an all day commuter parking lot in a DD/C-2-C District. The granting of such a variance requires a showing through substantial evidence of an undue hardship upon the owner arising out of some unique or exceptional condition of the property such as exceptional narrowness, shallowness, shape or topographical conditions. It must be shown that the property cannot be used for any purpose for which it is zoned. The Board must find that granting the application will not be of substantial detriment to the public good and will not substantially impair the intent, purpose and integrity of the zone plan.

The Board concludes that the applicant has not met this burden of proof. The Board is of the opinion that the large size of the property owned by the applicant is unique. While the applicant maintains that the large size of the property creates a hardship in developing the property consistent with the Zoning Regulations, the Board concludes that the property is so large because the owner has continued to acquire property in the square over a period of time, and that the decision to acquire more property was within the complete control of the owner. The Board is of the view that a lot this size may be difficult to develop, however, the hardship in this application is self-created and cannot serve as a basis for variance relief. The Board acknowledges the extenuating circumstances such as the inability to acquire other properties adjacent to lots already owned. However, the Board believes that on balance, these circumstances do not outweigh the self-created hardship.

Having determined that the hardship test has not been met, the Board finds it unnecessary to address the remaining standards applicable to variance requests.

The Board concludes that it has accorded ANC 2C the "great weight" to which it is entitled.

In light of the foregoing, the Board concludes that the application is hereby **DENIED**.

VOTE: 5-0 (Charles R. Norris, Carrie L. Thornhill, Paula L. Jewell to deny; Tersh Boasberg and Sheri M. Pruitt to deny by proxy).

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BY ORDER OF THE D.C. BOARD OF ZONING ADJUSTMENT

ATTESTED BY:


MADELIENE H. ROBINSON
Acting Director

FINAL DATE OF ORDER: FEB 10 1993

UNDER 11 DCMR 3103.1, "NO DECISION OR ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN DAYS AFTER HAVING BECOME FINAL PURSUANT TO THE SUPPLEMENTAL RULES OF PRACTICE AND PROCEDURE BEFORE THE BOARD OF ZONING ADJUSTMENT."

15420Order/bhs

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT



BZA APPLICATION NO. 15420

As Acting Director of the Board of Zoning Adjustment, I hereby certify and attest to the fact that on FEB 10 1993 a copy of the order entered on that date in this matter was mailed postage prepaid to each party who appeared and participated in the public hearing concerning this matter, and who is listed below:

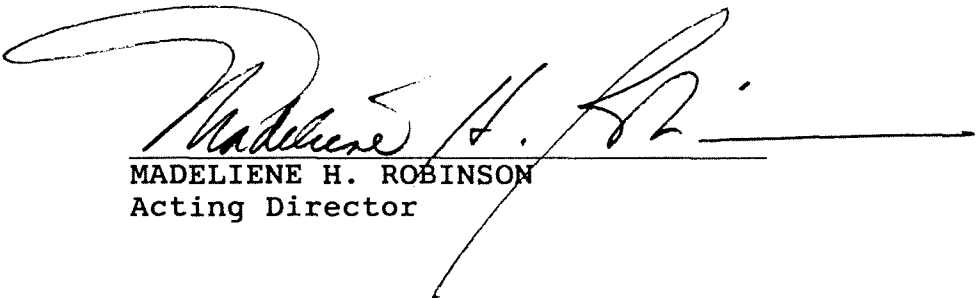
Mr. Thomas Vassar, Esquire
Jung and Vassar, P.C.
1700 K Street, N. W.
Washington, D.C. 20006

Duane Wang
439 Massachusetts Avenue, N.W.
Washington, D.C. 20001

Mr. & Mrs. Austin Spriggs
8001 Sudbury Lane
Washington, D.C. 20012

Joseph Sternlieb
1450 Q Street, N.W.
Washington, D.C. 20009

Chairperson
Advisory Neighborhood Commission 2C
1200 S Street, N.W., #201
Washington, D.C. 20009


MADELIENE H. ROBINSON
Acting Director

DATE: FEB 10 1993

15420Att/bhs